

**PANTHER** pilot Brady wipes sweat off brow as he views AA damage to his wingtip tank during Korea strike; had a cold ride home

## A Helping Hand

A drama enacted by two Navy pilots over North Korea may be labeled as spectacular.

Pilot Ens. Kenneth Schechter, of VF-194 aboard the *Valley Forge*, was making a bombing run on a rail target north of Wonsan when an anti-aircraft shell exploded in or near the cockpit of his plane. The blast tore off the plane's canopy, and shell fragments ripped into his face, chest and shoulders.

Blinded by the flow of blood, Schechter radioed desperately for help. Squadron-mate Lt. (jg) Howard Thayer heard the plea and overtook his friend. Thayer radioed instructions to guide Schechter out of a climb. He then gave directions so the wounded pilot could jettison his bombs and head toward friendly terri-

# KOREAN AIR WAR

## A Close Call

After returning from his eighteenth combat mission, 2nd Lt. Eugene Brady had a harrowing story to relate.

Lt. Brady, with the 1st Marine Aircraft Wing in Korea, was flying a *Panther* jet over enemy rails. "We had just finished our bombing runs on the Red rail line and I was pulling out of my dive, when the whole airplane seemed to explode under me."

Enemy anti-aircraft blasted the tip tank off his plane. The cockpit was filled with smoke from the exploded fuel tank and the plane veered, diving down.

Pilot Brady managed to get the canopy

released and when the cockpit was cleared of smoke, he pulled up into formation again.

But Brady did not expect to make it to the base with his plane in that condition. However a fellow pilot, Capt. George Parker, saw his predicament and flew on the Lt.'s wing, "talking him" along.

With Parker's help Brady made it to home base. Because his hydraulic lines had been shot up, he was unable to close the canopy. Flying at 20,000 feet, he had a chilly ride home.

Brady admits that without Parker's advice, "I might not have made it."

tory. After passing over into friendly territory Thayer asked Schechter to bail out. The reply was "negative."

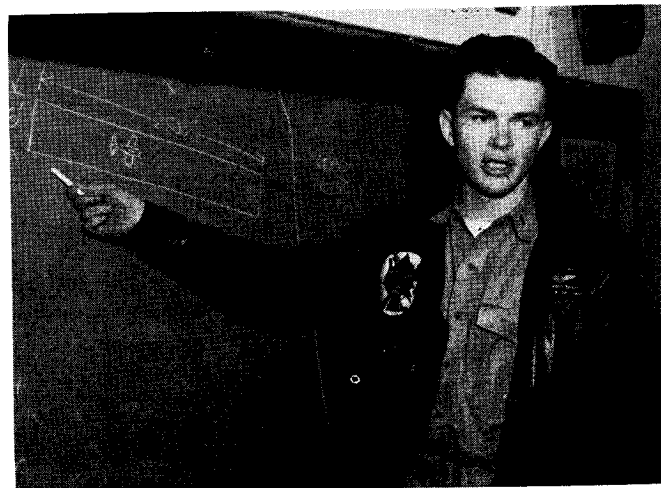
Thayer continued a soothing stream of talk to Schechter while desperately looking for a spot to guide him down.

The situation seemed almost hopeless when the two planes neared an emergency strip. Thayer carefully "talked in" his wounded friend. The blinded pilot made a perfect landing.

Thayer circled the field until he saw a jeep carry Schechter away for emergency treatment. He then caught up with other carrier planes and returned



"**GREAT BALLS** of fire, it didn't look half that bad from the cockpit", says Lt. (jg) Rip Wilson as he views 37 mm hole in wing



LT. (JG) Howard Thayer explains how he guided blinded squadron mate, Ens. Schechter, back to safe landing by voice radio



**FULLY LOADED** with bombs and napalm, F4U-4B takes off from the Essex for strike in Korea; Navy interdiction program pays off,



**PIN-UP** photo of Larrie Thomas, Hollywood actress, gets admiring looks from buddies of Marine SSgt. Frederick J. Proulx

to the aircraft carrier *Valley Forge*.

At last report, Ens. Schechter is recovering aboard the hospital ship *Repose*. He is in "good shape", thanks to his fellow pilot.

### A Continuing Memorial

A small audience of Marines and civilians gathered near Pohang, Korea to dedicate a new memorial.

This memorial is an orphanage for Korean children, victims of the present conflict. A sturdy home and the land upon which it is situated were bought by the officers and enlisted men of the 1st Marine Air Wing. They contributed over \$3,500.

Credited for the sponsoring of the orphanage memorial were the chaplains of the Air Wing.

At the ceremony Col. Arthur F. Binney, CO of Marine Air Group 33, promised the Korean people that the Marines would support the home as long as they were in that area.

He advised the board of managers of a Pohang-dong church to plan for

the future, and make the orphanage a self-supporting institution.

The Colonel pointed out that Marines had been greatly affected by the plight of Korean children. He stated that the future of Korea depends on the care of those who are little children now.

### Colored 'Eggs'

Pilots flying from the escort carrier *Bairoko* were able to deliver gaily-colored bombs to the Communists on Easter Sunday instead of the usual load of dull grey missiles.

Time was hanging on the hands of the aviation gang until someone got the bright idea of painting some special "Easter eggs" for the Commies. Paint pots were broken out in rapid order and the missing colors were mixed on the spot. Each man strove for originality, bringing out color schemes which would have done justice to a commercial artist—brilliant pink, blue, and other pastels with yellow and green polka dots decorated the most lethal eggs any rabbit has been called on to deliver.

A card stuck in the fins of one bomb aptly expressed the sentiments of the *Bairoko*—"Sorry you won't get to admire this before it hits you!"

### Joins the Fray

The carrier *Bairoko* is no longer the *Hero of Yokosuka Pier A-10*. Long assigned to routine training duties in and out of the Japanese port, the escort carrier joined the Korean conflict after seven years of non-combat activity.

The Marine *Checkerboard* squadron, VA-312, commanded by Lt. Col. Joe H. McGlothlin, launched its first strike on February 17 and followed up with frequent forays thereafter.

At the end of its first eight days of combat, the *Bairoko* had launched 323 sorties. The scorecard read like this: 100 enemy known killed, 13 gun emplacements hit, 440 buildings destroyed or damaged, 16 warehouses, 17 road and two rail bridges and 38 small craft destroyed or damaged, 14 road cuts made, one small house eliminated and many oxcarts demolished.



**MARINE-BUILT** orphanage at Pusan houses the homeless youngsters hit by war's ravages



**BALLOON** crewmen remove sandbags to raise "bag" to mark site of the peace confabs



**SLIGHTLY bent** Corsair of VA-312 is removed from *Bairoko's* flight deck after accident



**BGEN. FRANK H. Lamson-Scribner** awards "honorary plank" to **LCol. A. D. Gould**, CO of newly-organized Marine photo outfit, VMP-1



**MARINE** helicopter pilot **Capt. Arthur W. Rawlins** spotted deer on Korean hop so venison dinner was arranged for HMR-161 men



**VOODOO** rainmakers, **Capt. Bruchman**, **Lt. Lynch** do a primitive dance which often brought rain, as **Col. Luther Moore** watches



**LT. JASPER** of Antietam's dental staff leads men of Jewish faith in Sabbath services when chaplain of that creed is not around

## Something Old

Revival of the old Navy custom of "Plank Owners" highlighted the first "in-the-field" commissioning of a Marine aviation photo squadron in Korea.

After the formal ceremony members of the new VMP-1 marched up to their CO, LCol. A. D. Gould, saluted smartly, and received a small piece of wood known as a plank.

Each plank was numbered and engraved: "Marine Photo Squadron One."

The idea dates back to the days when naval ships were built of wood. When a new ship was commissioned, each original crew member was awarded ownership of one plank in the hull.

It was LCol. Gould, an Annapolis graduate, that remembered the Navy custom and suggested that the Marines, as part of the Navy, were entitled to revive the unique idea.

VMP-1, attached to the 1st Marine Air Wing, has been operating as a unit in Korea since 1950. As a squadron the outfit's size and work output will be more than doubled.

## 'Voodoo' Brings Rain

When it rains it pours according to a Marine air group at an advanced airfield in Korea.

What is more, the rain comes from a weird and jumpy "voodoo" dance performed by two officers in the group. Flyers **Capt. Erwin Bruchman** and **Lt. L. Lynch** learned the primitive dance steps from several South African aviators who were visitors at the base.

The South Africans danced for the Marines and the next day there was rain. The Marines tried the steps with a few variations of their own. Six times in recent months they did the "voodoo" dance. Rain always followed the next day.

**Col. Luther Moore**, CO of the air group, sent out a special order forbidding the "voodoo" dance. He suspended the restriction for one last ceremony. He attended it as a skeptical observer.

Although the skies were clear and the local aerologists forecast nothing but "fair weather" ahead, the following day after the final dance enough rain came

down to cover a good section of the airfield's runway.

## Services At Sea

The men of Jewish faith aboard the *Antietam* may be without a Jewish Chaplain but they are certainly not lacking in the observance of the Sabbath nor in celebrating the various holidays.

A congregation was composed shortly after the carrier left San Francisco in September 1951. It includes about 25 officers and enlisted personnel and meets under the guidance of **Doctor William Jasper**, Lt(jg), Dental Corps.

Since some of the men came from Reform families, some Conservative, and others Orthodox, a major problem was to decide which service to hold.

This problem was soon solved by encouraging a different person to prepare and conduct the service each week. The result is that the service may be Orthodox one week and Reform the next, depending on the man who is conducting it.

The men on the "Flying-A" have

celebrated Rosh Hashana, Sukkoth, and Hanukkah while the ship was at sea. For Yom Kippur the men attended services at the Army Chapel in Yokohama.

## Running Rescue

Capt. William Smart, veteran VMA-312 pilot aboard the *Bairoko*, was saved from behind the Communist lines in Korea in as bizarre a rescue as has come out of the war.

While flying over enemy territory, his plane was hit by a slug in the oil cooler and he had to bail out at 2500 feet when his cockpit filled with smoke. His wingman, Capt. Carl Franson, saw him land some distance from the top of a knoll and make his way to a slit trench on top.

Capt. Arthur W. Bauer and 2nd Lt. Russell W. McNutt joined Franson in flying overhead after alerting rescue authorities. Flying low over the hill, Franson saw another man in the trench when the downed pilot entered it. Smart seemed to wave him off.

In a few moments another man entered the trench and the two covered Smart with their rifles. Then all three laid down on their backs and stayed in this position for almost an hour. Smart did not try to wave to his fellow pilots overhead or use his pistol as he might have been shot. The planes were afraid to open fire for fear of hitting him. The Communists did not shoot for fear of retaliation from on high.

Four other planes from the squadron joined the three orbiting overhead and a helicopter came up. The Air Force pinwheel pilot began letting down right over the trench. All three men in it stood up and the two Communists started running up the trench. Smart ran to the other end, climbed out and waved to the helicopter pilot. The pinwheel lowered a rescue loop. Smart grabbed this on the run and was hoisted to safety, thus ending the strange stalemate of arms.

## Big Haul

It isn't often that fliers searching for Korean targets can find 10 enemy tanks all bunched together in one spot.

Headed for a target on the western sector of the battle zone, Marine Maj. Jay W. Hubbard's *Checkerboard* flight was diverted to the opposite coast when the tank concentration was spotted. Hubbard flew through intense small arms and automatic fire to spot the tanks' positions, then called down his flight of tank busters for an hour-long attack. Ten tanks were destroyed and two more damaged plus 15 buildings and an ammo dump.

## Swedish Stars

A recent visitor with the First Marine Air Wing was Swedish Capt. Eric Reinhold-Asp, chief of supplies for the Swedish Red Cross in Korea.

Because of his insignia many of the Marines were "shaken up". He wears two stars on his shoulders, designating his captaincy, but to the Marines they might have been the stars of a major general in the U. S. forces.

His host, Marine Capt. Carl O. Haroldson, says that "everywhere the Captain went, people were snapping to attention, not at all sure of exactly what was going on."

The Swedish officer was Haroldson's guest for several days. Haroldson was born near Falkenberg, Sweden and still speaks the language.

Capt. Haroldson is a transport pilot at an advanced air base. He took his visitor on several flights close to the front, allowing Capt. Reinhold-Asp to get better acquainted with both the air and infantry Marines.

Haroldson believes that his friend will give the Marines a booster back in Stockholm. "Also," added Haroldson, "plenty of Marines won't forget him or the stars."

## Teamwork Pays Off

A British cruiser and a U. S. Marine pilot joined Easter Sunday to destroy a target in North Central Korea and demonstrate the close coordination possible between surface ships and aircraft.

1st Lt. Timothy J. Keane and Capt. John Kapowich on an interdiction strike off the *Bairoko* spotted a number of troop shelters built in the hills south of Pungchon.

Both Marine *Checkerboard* fliers immediately expended their ordnance load of bombs and rockets on the area to destroy four of the shelters and damage three others.

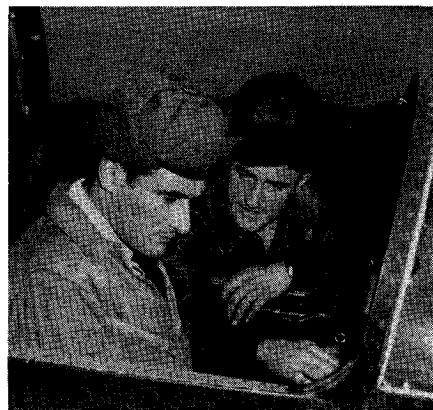
Lt. Keane then contacted the British cruiser lying off shore some 12 miles from the target and offered to act as air spotter for a bombardment.

It was old stuff for Keane, who spent several months with the First Marine division early in the war as a forward air controller, and his previous training paid off. From the first bearing given by the Marine, the *Belfast* was able to lob the first shell in only 2000 yards off target and this from 12 miles.

Two more slight corrections and then from Lt. Keane to the cruiser: "Fire for effect", for the cruiser then was dead on the target area. The *Belfast* fired about 72 rounds of 6" ammunition, in salvos of three, to litter the ground with 13 more known enemy dead.



**BRIGHT** stars on shoulders of Swedish Red Crosser Asp startle Marine Capt. Haroldson



**FLT. SGT.** Bill Middlemiss, Australian Air Force, gets F2H checkout from Sgt. Nickell



**WEARING** his exposure suit, Thomas E. Merritt, gets Air Medal for helicopter work



**JOURNALIST** Thornberry of *Bairoko* interviews VA-312 mascot held by the skipper